

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby and Matt  
Riverside and Front  
Binghamton  
Warm

File Name : Not Named 1  
Site Code : 00000105  
Start Date : 7/8/2013  
Page No : 1

## Groups Printed- Unshifted - Heavy Vehicles

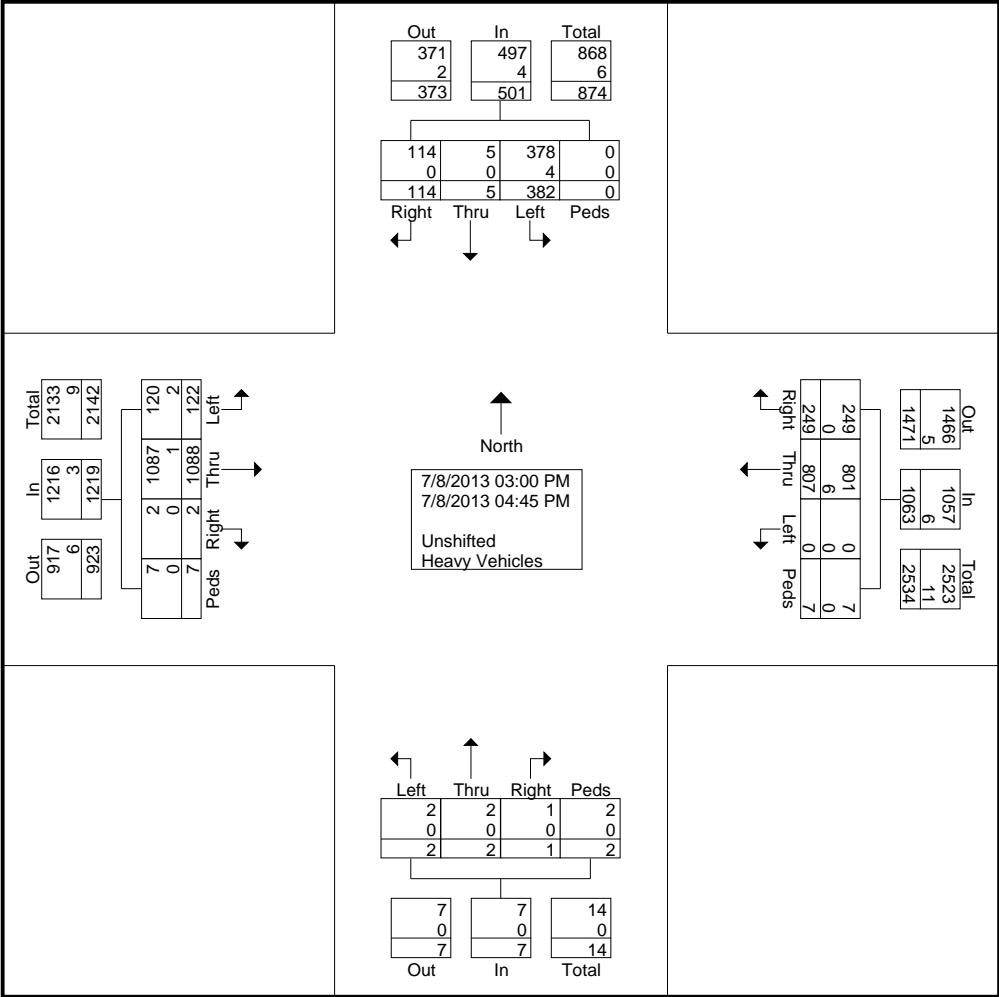
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	17	4	51	0	72	39	92	0	0	131	0	1	1	0	2	0	124	21	1	146	351
03:15 PM	12	0	40	0	52	26	92	0	0	118	0	0	0	0	0	0	137	13	1	151	321
03:30 PM	10	0	55	0	65	27	98	0	1	126	1	0	0	0	1	0	178	14	2	194	386
03:45 PM	27	0	49	0	76	50	102	0	1	153	0	0	0	0	0	0	138	12	2	152	381
Total	66	4	195	0	265	142	384	0	2	528	1	1	1	0	3	0	577	60	6	643	1439
04:00 PM	8	0	59	0	67	23	107	0	1	131	0	1	0	0	1	2	132	27	1	162	361
04:15 PM	20	0	35	0	55	26	103	0	0	129	0	0	1	0	1	0	116	14	0	130	315
04:30 PM	11	0	49	0	60	27	105	0	3	135	0	0	0	0	0	0	134	12	0	146	341
04:45 PM	9	1	44	0	54	31	108	0	1	140	0	0	0	2	2	0	129	9	0	138	334
Total	48	1	187	0	236	107	423	0	5	535	0	1	1	2	4	2	511	62	1	576	1351
Grand Total	114	5	382	0	501	249	807	0	7	1063	1	2	2	2	7	2	1088	122	7	1219	2790
Apprch %	22.8	1	76.2	0		23.4	75.9	0	0.7		14.3	28.6	28.6	28.6		0.2	89.3	10	0.6		
Total %	4.1	0.2	13.7	0	18	8.9	28.9	0	0.3	38.1	0	0.1	0.1	0.1	0.3	0.1	39	4.4	0.3	43.7	
Unshifted	114	5	378	0	497	249	801	0	7	1057	1	2	2	2	7	2	1087	120	7	1216	2777
% Unshifted	100	100	99	0	99.2	100	99.3	0	100	99.4	100	100	100	100	100	100	99.9	98.4	100	99.8	99.5
Heavy Vehicles	0	0	4	0	4	0	6	0	0	6	0	0	0	0	0	0	1	2	0	3	13
% Heavy Vehicles	0	0	1	0	0.8	0	0.7	0	0	0.6	0	0	0	0	0	0	0.1	1.6	0	0.2	0.5

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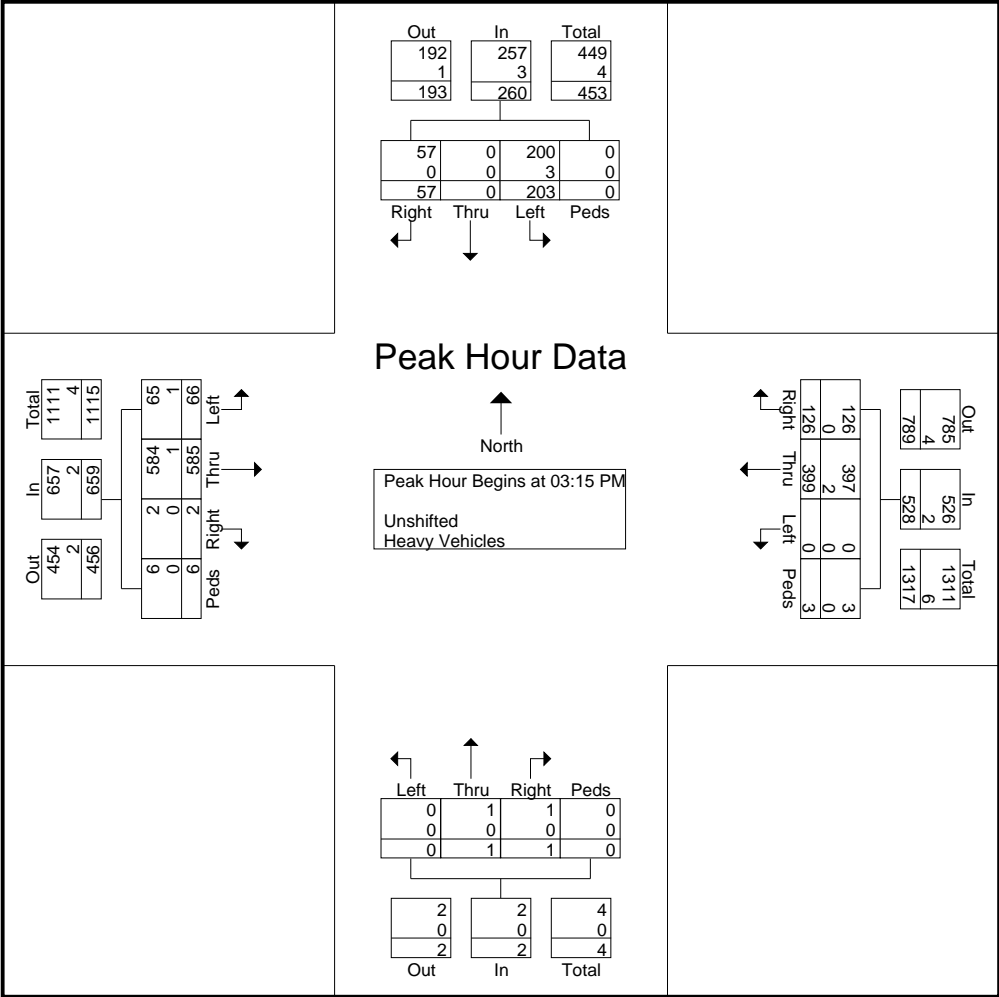
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	12	0	40	0	52	26	92	0	0	118	0	0	0	0	0	0	137	13	1	151	321
03:30 PM	10	0	55	0	65	27	98	0	1	126	1	0	0	0	1	0	178	14	2	194	386
03:45 PM	27	0	49	0	76	50	102	0	1	153	0	0	0	0	0	0	138	12	2	152	381
04:00 PM	8	0	59	0	67	23	107	0	1	131	0	1	0	0	1	2	132	27	1	162	361
Total Volume	57	0	203	0	260	126	399	0	3	528	1	1	0	0	2	2	585	66	6	659	1449
% App. Total	21.9	0	78.1	0		23.9	75.6	0	0.6		50	50	0	0		0.3	88.8	10	0.9		
PHF	.528	.000	.860	.000	.855	.630	.932	.000	.750	.863	.250	.250	.000	.000	.500	.250	.822	.611	.750	.849	.938
Unshifted	57	0	200	0	257	126	397	0	3	526	1	1	0	0	2	2	584	65	6	657	1442
% Unshifted	100	0	98.5	0	98.8	100	99.5	0	100	99.6	100	100	0	0	100	100	99.8	98.5	100	99.7	99.5
Heavy Vehicles	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	7
% Heavy Vehicles	0	0	1.5	0	1.2	0	0.5	0	0	0.4	0	0	0	0	0	0	0.2	1.5	0	0.3	0.5

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Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:45 PM					04:00 PM					03:15 PM					
+0 mins.	17	4	51	0	72	50	102	0	1	153	0	1	0	0	1	0	137	13	1	151	
+15 mins.	12	0	40	0	52	23	107	0	1	131	0	0	1	0	1	0	178	14	2	194	
+30 mins.	10	0	55	0	65	26	103	0	0	129	0	0	0	0	0	0	138	12	2	152	
+45 mins.	27	0	49	0	76	27	105	0	3	135	0	0	0	2	2	2	132	27	1	162	
Total Volume	66	4	195	0	265	126	417	0	5	548	0	1	1	2	4	2	585	66	6	659	
% App. Total	24.9	1.5	73.6	0		23	76.1	0	0.9		0	25	25	50		0.3	88.8	10	0.9		
PHF	.611	.250	.886	.000	.872	.630	.974	.000	.417	.895	.000	.250	.250	.250	.500	.250	.822	.611	.750	.849	
Unshifted	66	4	194	0	264	126	414	0	5	545	0	1	1	2	4	2	584	65	6	657	
% Unshifted	100	100	99.5	0	99.6	100	99.3	0	100	99.5	0	100	100	100	100	100	99.8	98.5	100	99.7	
Heavy Vehicles	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	
% Heavy Vehicles	0	0	0.5	0	0.4	0	0.7	0	0	0.5	0	0	0	0	0	0	0.2	1.5	0	0.3	

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